

# West Dover Connector (Saulsbury Road Extension) Working Group

*Meeting No. 6  
Modern Maturity Center  
April 6, 2005*



# Agenda

Agenda and Tab Review	Bob Kramer
Review Screening Process Steps	Mike Girman
Review Purpose and Need	Mike Girman
Concepts #12 and #13	Mike Girman Marge Quinn Leslie Roche
Working Group Questions and Feedback	Bob Kramer
Breakout Session	Project Team/Working Group
Report Out	Session Facilitators
Summary	Bob Kramer
Next Steps/Next Meeting	Bob Kramer
Adjourn	Bob Kramer

# Project Notebook

- Tab 1 – Meeting Slides
- Tab 2 – Minutes of WG Meeting No. 5
- Tab 3 – Maps of Concepts #12 and #13
- Tab 4 – Updated Screening Scoring Sheets and Data Matrices

# Screening Process

- Two Step Process Utilized
- Step ①
  - Traffic Benefits of Each Concept Compared Against the No-Build Concept

*Purpose: Identify concepts that have little or no travel benefit to study area based on purpose and need.*

# Screening Process

## Concepts to Preliminary Alternatives

- For those concepts that met the first screening step, the Project Team:
  - Refined Working Group and public concepts based on engineering criteria
  - Conducted preliminary engineering studies to transform these concepts into preliminary alternatives for screening of natural and built environmental impact

# Screening Process

## Step ②

- Assessed Potential Natural and Built Environmental Impacts for each Preliminary Alternative

# Preliminary Alternatives Screening

## Traffic Factors

Traffic circulation

North Street intersection performance improvement

Traffic reduction on Camden-Wyoming Avenue

Reduction in through traffic\*

Improved access and mobility across NS railroad within study area

\*Reduction in (cut-) through traffic on streets between New Burton Road and Governors Avenue

# Preliminary Alternatives Screening

## Natural and Built Environment Factors

Number of Displacements/Acreage of Right of Way Required

Impacts to Streams

Impacts to Wetlands

Impacts to Floodplains

Impacts to Agricultural Land

Impacts to Cultural Resources (to be determined in detailed study)



# Project Purpose

## Purpose:

- To improve mobility across the Norfolk Southern Railroad for all modes of travel to and from the west side of Dover,
- Reduce congestion at key intersections in the study area, and
- Improve connectivity of the roadway network for localized travel.

# Project Need

- Existing and Future Traffic Congestion:
  - Level of Service
  - Long Queues (Wyoming Mill Road at Hazletville Road/North Street, North Street at West Street, and Queen Street at West Street)
- System Linkage and Continuity
  - Termination of Saulsbury Road (Minor Arterial)
  - Traffic not Efficiently Collected and Distributed (through traffic on local streets)
  - Circulation Problematic Across Railroad (2.9 miles between North Street and Front Street crossing options)
- Emergency Service Accessibility
  - Access to the Hospital Limited West of the Railroad
  - Longer Trips and Travel Times
- Safety:
  - At Grade Crossings (collision prediction value)
  - At Intersections (high accident potential with heavy turning movements)
  - Lack of Bicycle and Pedestrian Accommodation



# Concept 13 (Tab 3)

## Concept Map



## Concept Description

Extend Saulsbury Road from existing terminus at North Street southwest crossing NS railroad spur to connect to Wyoming Mill Road, use Wyoming Mill Road and swing west around Wyoming Lake crossing Isaac Branch, head south crossing Allabands Mill Road, south across Route 15 (Westville Road), heads east to cross NS railroad mainline, Willow Grove Road (Route 10), Alternate 13 (Main Street South), to connect to US 13 in the vicinity of Briar Park.

# Traffic Scoring Sheet Updated (Tab 4)

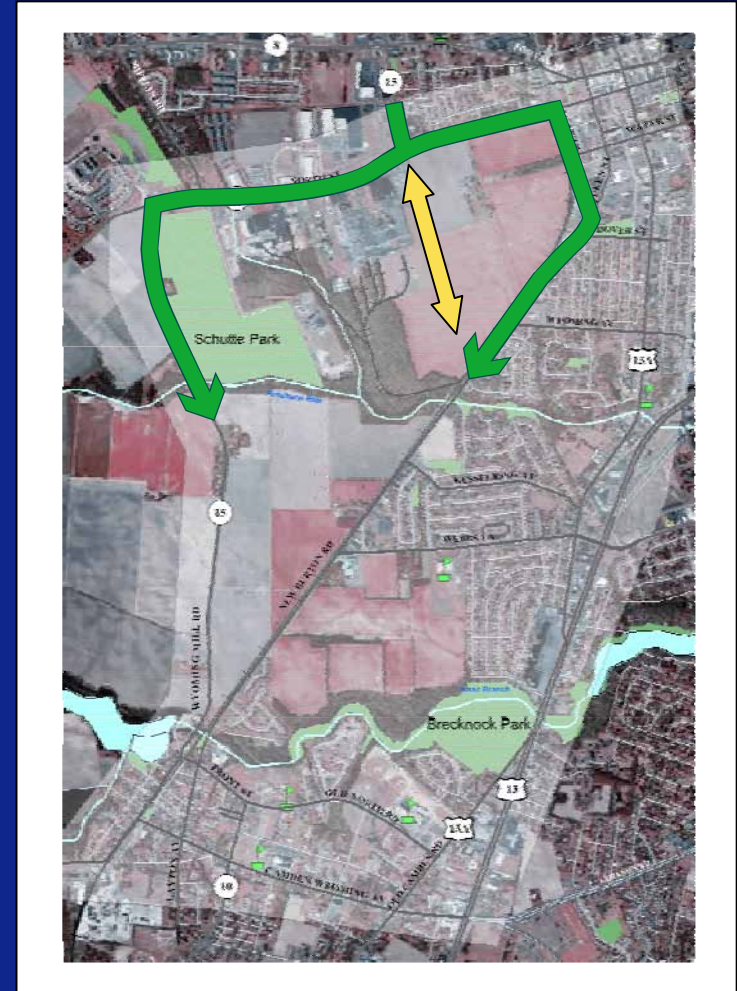


●	Most Improvement
●	Moderate Improvement
○	Low Improvement / No Impact
○-	Negative Impact



# Traffic Circulation – Concept 12

- Improve continuity for traffic movements around Schutte Park and Eden Hill Farm
- Volume reduction in movements around Eden Hill Farm and Schutte Park
- Reduction in trip lengths
- High benefits from Concepts 12A and 12B



# Potential North Street Intersection Performance Improvements – Concept 12

- Reduction in turning movements at North Street intersections
- Significant number of turning movements would become through movements at the intersection of North Street and Saulsbury Road
- Reduced turning movements help improve intersection performance and safety
- High benefits from Concepts 12A and 12B



# Traffic Reduction on Camden-Wyoming Avenue – Concept 12

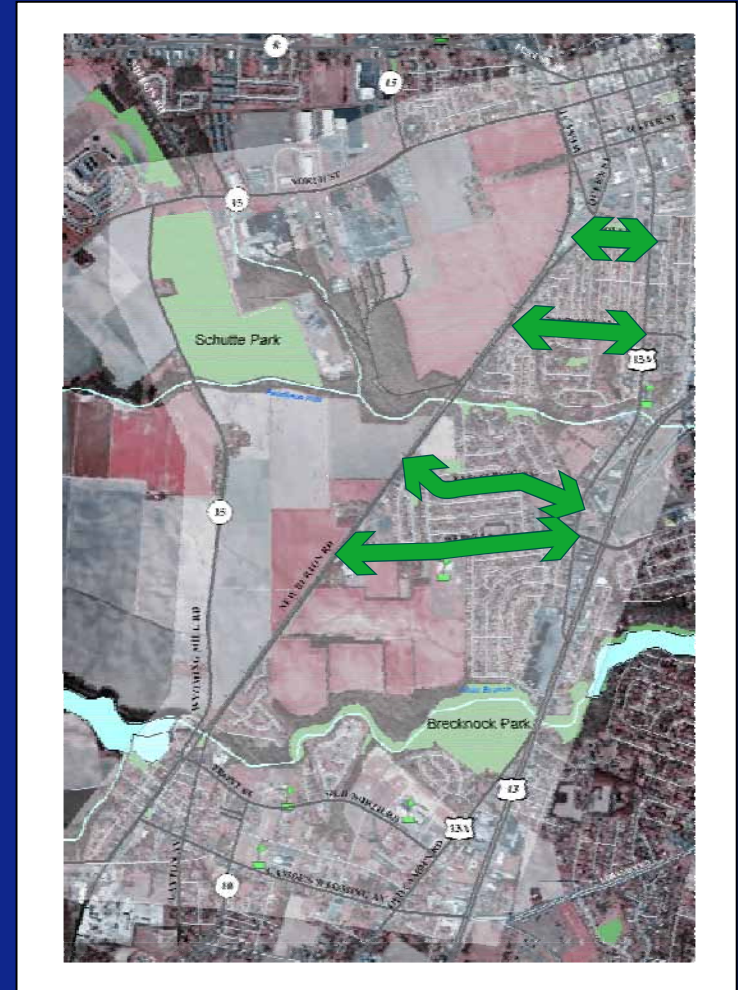
- Traffic reduction on Camden-Wyoming Avenue is moderate for Concept 12A and high for Concept 12B
- Potential for heavy vehicle traffic diversion from historic towns of Camden and Wyoming





# Reduction in Through Traffic – Concept 12

- Reduction in through trips on streets between New Burton Road and Governors Avenue
- Moderate benefit for both Concept 12A and 12B



# Improved Access & Mobility Across NS Railroad – Concept 12

- Improved access and mobility across NS Railroad within the study area (with an underpass or overpass crossing of NS Railroad)
- Improved access and mobility for emergency response vehicles
- Improved access and mobility for heavy vehicles
- Moderate benefit on this screening factor is provided by Concepts 12A and 12B

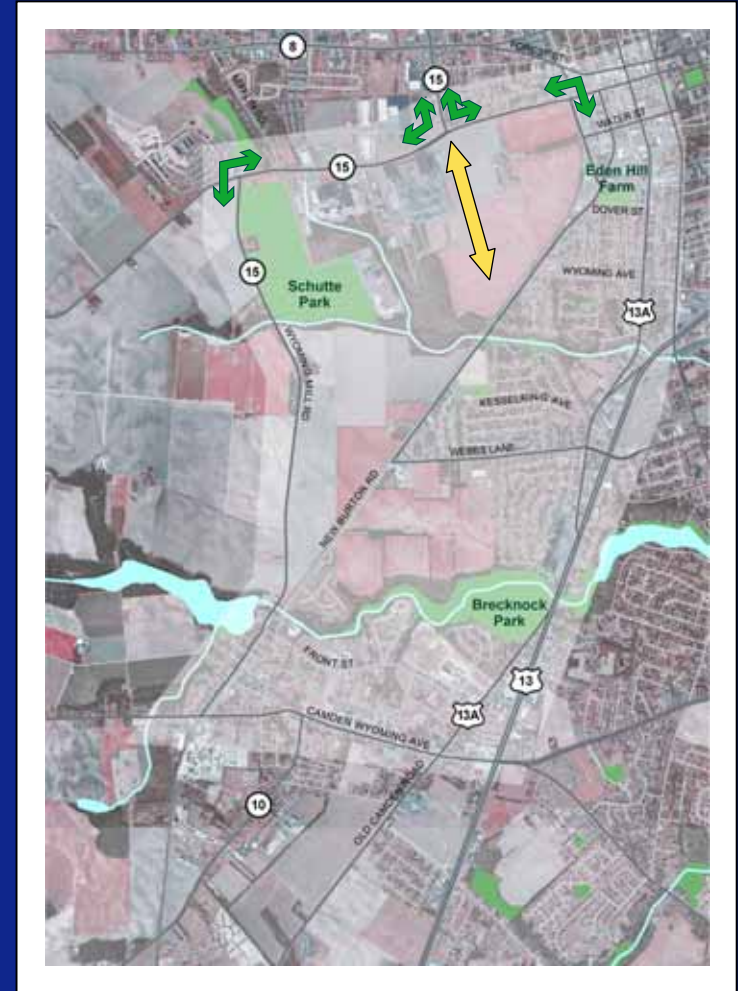
# Traffic Circulation – Concept 13

- Improve continuity for traffic movements around Schutte Park and Eden Hill Farm
- Volume reduction in movements around Eden Hill Farm and Schutte Park
- Reduction in trip lengths
- Low benefit provided by Concept 13



# Potential North Street Intersection Performance Improvements – Concept 13

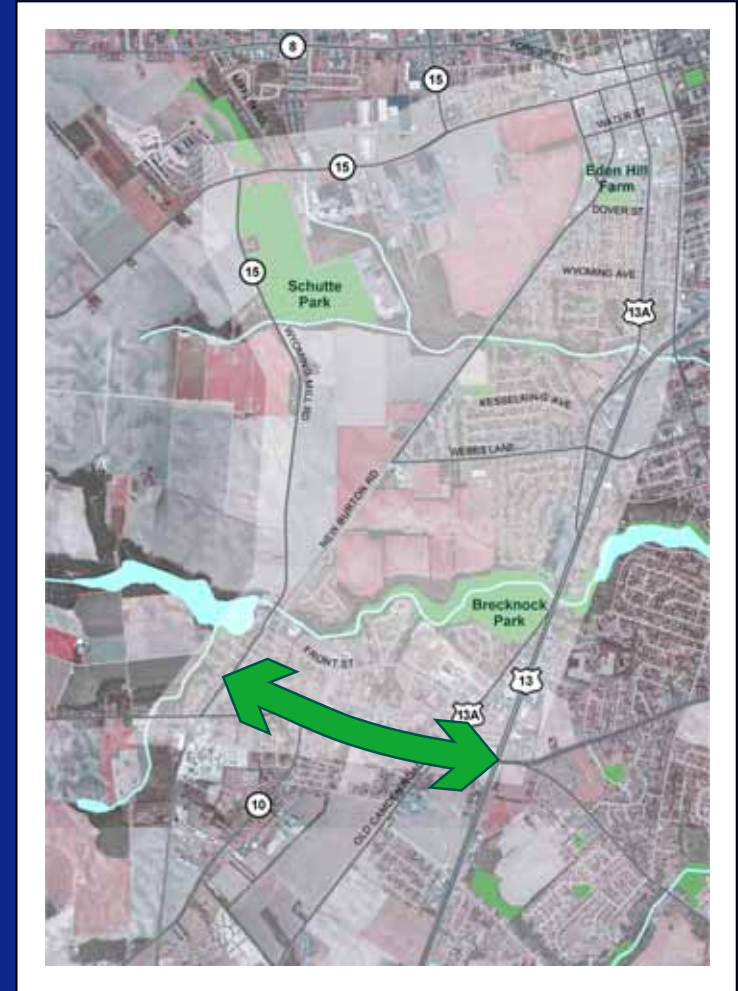
- Reduction in turning movements at North Street intersections
- Significant number of turning movements would become through movements at the intersection of North Street and Saulsbury Road
- Reduced turning movements help improve intersection performance and safety
- Moderate benefit provided by Concept 13





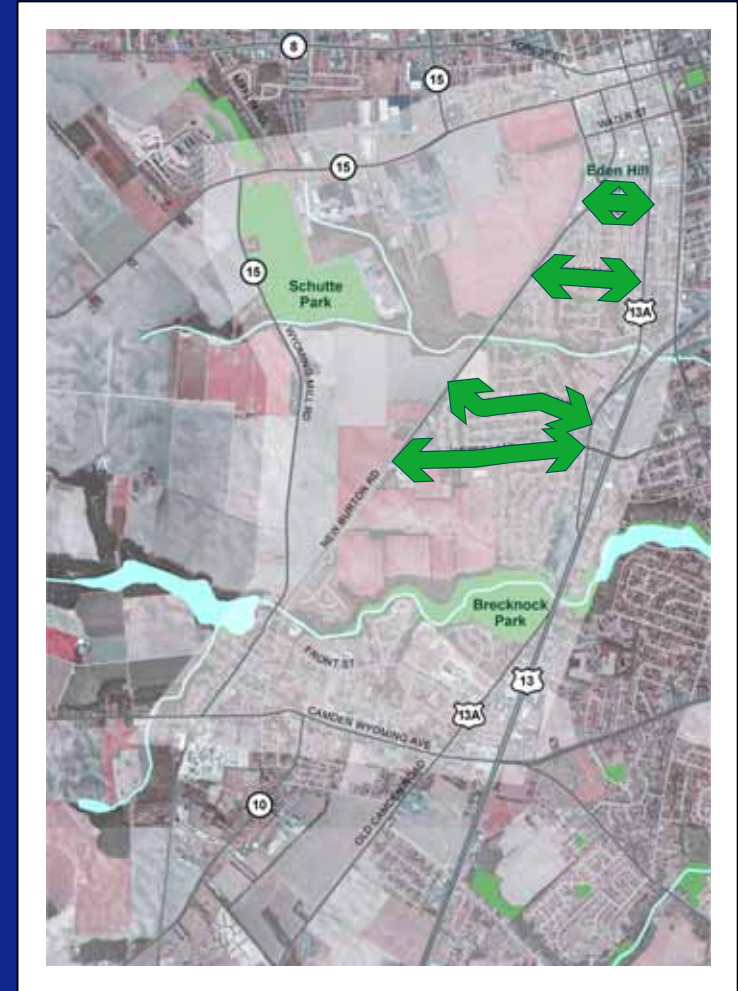
# Traffic Reduction on Camden-Wyoming Avenue – Concept 13

- Traffic reduction on Camden-Wyoming Avenue is moderate under Concept 13
- Potential for heavy vehicle traffic diversion from historic towns of Camden and Wyoming



# Reduction in Through Traffic – Concept 13

- Reduction in through trips on streets between New Burton Road and Governors Avenue
- Low reduction in cut-through traffic for Concept 13



# Improved Access & Mobility Across NS Railroad – Concept 13

- Improved access and mobility across NS Railroad within the study area (with an underpass or overpass crossing of NS Railroad)
- Improved access and mobility for emergency response vehicles
- Improved access and mobility for heavy vehicles
- No underpass or overpass is within study area under Concept 13

# Traffic Summary for Concepts 12 and 13

- Concept #12:
  - Traffic analysis determined this concept meets project purpose and need.
- Concept #13:
  - Traffic analysis determined that the traffic patterns forecasted to occur under Concept #13 are very similar to the results predicted for Concept #6.
  - Concept 13 (like Concept #6) does not improve study area traffic conditions and does not meet project purpose and need.



# Environmental Impact Scoring Sheet Updated (Tab 4)



●	No Impact
◉	Minimal Impact
○	Moderate Impact
○-	Most Impact

# Concepts Using Brecknock Park

## *Concepts 5C Spur and 7C Spur...*

- Concepts with an Isaac Branch crossing would impact Brecknock Park, a public parkland.
  - Impacts to natural and built environment are shown on the updated Scoring Sheet

# Potential Natural and Built Environmental Impact

- Concept # 12 developed into Preliminary Alternative and evaluated for potential impacts
- Impacts to resources were assessed:
  - Based on preliminary bandwidths, not actual roadway widths
  - Preliminary alignments were based on:
    - 40 mph design speed (main roadway)
    - 30 mph design speed (auxiliary ramps & roads)

# Environmental Impacts Summary

- Preliminary Alternative 12 :
  - Relatively fewer wetlands and floodplain impact compared to other Puncheon Run crossings
  - No impacts to Agricultural districts
  - Similar number of displacements to Preliminary Alternative 7C depending on connection point to US 13
  - Moderate amount of right of way required depending on connection point to US 13

# Working Group Questions and Feedback

- Screening Results
- Purpose and Need
- Other Material from March 23<sup>rd</sup> Meeting

# Breakout Session

- Using Concept/Preliminary Alternative Maps
  - Review Project Team's Scoring Sheets and Data Matrices
  - Discuss Alternatives that May not Further Consideration and Why
  - Comment on Alternatives that Merit Further Study

# Report Outs

## Breakout Group Facilitators

# Next Steps

- **Working Group Makes Recommendation to DelDOT on Concepts/Alternatives Retained for Detailed Study – May Meeting**



# Next Meeting

## Seventh Working Group Meeting

### Time and Date

Wednesday, May 25, 2005, 5:30PM

### Location

Modern Maturity Center, DuPont Ballroom  
1121 Forrest Avenue  
Dover, DE 19904